









# THE WAR.

[THROUGH REUTERS AGENCY.]

## THE STRUGGLE IN FRANCE AND BELGIUM.

### ALLIES CONTINUE TO PROGRESS AT SEVERAL POINTS.

LONDON, October 29th.  
6.20 p.m.

A Paris *communiqué* states: During yesterday we made progress at several points along the line of battle, notably around Ypres and south of Arras.

There is nothing fresh to report in regard to the fighting on the Nieuport-Dixmude front.

We captured some of the enemy's trenches between the Aisne and Argonne, none of the enemy's attacks being successful. We have also advanced in the forest of Apremont.

### THE WORK OF THE NAVY.

#### VALUABLE SUPPORT TO THE ALLIES.

LONDON, October 30th.

The Admiralty announces that a flotilla has continued to give support to the Allies' Left since October 27th. The fire of the 12-inch guns brought to bear on the German positions and batteries had been most effective, accurate, and galling. The enemy brought up heavy guns and replied vigorously, but the shore fire has now practically ceased.

The preponderance of the naval gunners was established.

Our casualties were slight. One of the enemy's shells exploded on a destroyer, killing one officer and eight men, and wounding one officer and fifteen men. One was killed and several wounded on another destroyer. The enemy's submarines also tried to attack the bombarding flotilla, which was covered by destroyers.

#### RESIGNATION OF FIRST SEA LORD.

LONDON, October 30th.

It is officially announced that H.S.H. Admiral Prince Louis Alexander of Battenberg, has resigned his position as First Sea Lord of the British Navy.

## SUBSTANTIAL PROGRESS OF THE RUSSIANS.

### AUSTRO-GERMAN ARMY RETREATING.

LONDON, October 29th.  
10 p.m.

A Petrograd *communiqué* states:—

We have broken the resistance of the last units of the enemy north of Pilitza, and the whole of the Austro-German army is retreating. We have occupied Strykow, Roschow and Novomiaslo. Our cavalry entered Radour and captured several thousand prisoners along with guns and quickfivers and a train of motor-waggons.

The enemy have made fruitless attacks in East Prussia.

The German losses were very great.

### SOUTH AFRICAN REBELLION FIZZLING OUT.

#### REBELS SCATTERING AND SURRENDERING.

LONDON, October 29th.  
2.20 p.m.

A message from Capetown states that the Rt. Hon. J. X. Merriman, Premier of Cape Colony, in the course of a speech, denounced the rebellion and emphasised that the rebels were poor and ignorant men with neither money nor ammunition, who were merely fighting for a treaty abolishing free government and substituting German ideals. The Premier remonstrated with Sir Louis Botha for risking a too valuable life in going to the front.

General Botha replied with deep emotion that he must personally lead his people against their brethren.

6.00 p.m.

A message from Capetown states that General Hertzog, an old Boer General and Sir Louis Botha's chief political opponent, has left for Bloemfontein in an endeavour to meet the rebel leaders, and also to advise the men to return home.

11.15 p.m.

The Maritz rebels continue to surrender quickly. One hundred came in to-day and a number were also captured while apparently on the way to their homes. It is hoped that the whole band of rebels will be captured.

LONDON, October 30th.  
4.40 a.m.

A telegram from Capetown says that General Sir Louis Botha reports that the traitor Beyers' commandoes have scattered and are unlikely to re-unite. Beyers himself has fled in an unknown direction.

[THROUGH REUTERS AGENCY.]

### TURKEY BENDS TO PRUSSIAN PRESSURE.

#### CRUISER BOMBARDS RUSSIAN PORT.

LONDON, October 30th.  
4.15 a.m.

A Petrograd announcement says that a Turkish cruiser bombarded Theodosia, in the Crimea, for an hour on Thursday morning. The shells damaged the Cathedral, harbour sheds, and the break water, and wounded a soldier.

Subsequently the cruiser *Hamidieh* appeared off Novorossisk, and threatened to bombard the town unless it surrendered. After a conversation between the warship's officers and Turkish Consular officials the cruiser disappeared.

Immediately the outbreak of hostilities with Turkey became known, crowds of people demonstrated in front of the British and French Embassies and the Allied Legations.

Diplomatic representatives made speeches from the balconies.

### GREAT BRITAIN'S WARNING.

LONDON, October 30th.  
5.15 a.m.

A telegram from Constantinople says that on Tuesday the situation between England and Turkey was nearing the breaking point.

The British Ambassador to Constantinople (H.E. Sir Louis Mallet) on Monday informed the Grand Vizier that if the Turks crossed the Egyptian frontier it would mean war with the Triple Entente.

The Embassies of the Entente made arrangements in anticipation of the rupture.

### MINES LAID BY THE "GOEBEN"

#### TWO STEAMERS SUNK.

LONDON, October 30th.  
5.50 a.m.

A telegram from Kertch (Crimea) reports that the steamers *Falta* and *Kazbek* have been sunk by mines laid by the ex-German-cruiser *Goeben* near Takil Lighthouse. Several persons were drowned.

### GREEK TROOPS ADVANCING ON NORTHERN EPIRUS.

LONDON, October 29th.

A message from Athens says that the Greek troops are advancing on Northern Epirus in admirable order, and are being welcomed with intense enthusiasm.

### THE ANGOLA INCIDENT.

#### PORTUGUESE KILL THREE GERMAN TROOPERS.

LONDON, October 30th.  
5.50 a.m.

A telegram from Lourenco Marques says it is officially announced that German Cavalry consisting of 12 Europeans and 20 natives crossed the southern border of Angola, and arrived at a small military post. They were about to retire when a Portuguese officer grasped the German officer's bridle. The German troopers raised their weapons, whereupon the Portuguese fired, killing three of the Germans.

### CONDITIONS IN INDIA.

The following telegram has been received by Major-General Kelly from the Chief of the General Staff in India:—

SIMLA, October 29th.

The situation in India continues satisfactory.

The news of the landing of Indian troops in France has increased personal interest in the war, which is strengthened by news of their first successful contact with the enemy.

The monsoon has been good and crop prospects are excellent.

Satisfaction is expressed at the appointment of a committee to enquire into the Budge Budge affray.

### WAR ITEMS.

Thirty gunners of a British field battery were killed or wounded in a recent fight, says an Australian paper, but eventually the British fire silenced the Germans. Many similar heroic deeds are recorded.

The French find an effective method of disturbing the enemy is for flying columns of heavy cavalry at night time to ride through the German lines at full speed, and charge through a bivouac, burning convoys and motor-cars and upsetting vast quantities of oil.

The New Zealanders who recently enlisted are mostly picked men from universities and medical schools. Some came from posts in South Africa and South America. They are eager to get through their training before the New Zealand Contingent arrives.

A cablegram to the *Sydney Daily Telegraph* on October 2nd stated that there are conflicting reports concerning Prince Adalbert of Prussia, who has been variously reported to be dead, and to have been taken prisoner. The *Morning Post* says that attention was directed to a German prisoner in Antwerp who was dressed in a non-commissioned officer's uniform, and to whom his fellow prisoners paid extraordinary deference. The capture of this man coincided with the German request to Belgium for an exchange of officers and non-commissioned officers. Was he the Prince?

### A DISAPPOINTMENT FOR THE KAISER.

LONDON, October 13th.

There was no artillery in Antwerp capable of replying to the German fire. The Naval division sent were useful only as infantry to cover the retirement. A great movement had been developed by the Germans to prevent the Belgian army from joining the Allied lines. A prisoner states that there was an imperial order that the Belgian army must be destroyed. Arrangements had been made for the Kaiser to come west to take the surrender of the Belgian General at Antwerp, and in modest tones the Berlin press indicates that the coup promised them has given place to disappointment.

### THE CARGO OF THE "TROILUS."

The homeward-bound Blue Funnel steamer *Troilus*, which was sunk by the *Emden* recently, took on board at Singapore a large cargo of rubber, tin, and other produce. The carrying capacity of these huge well-equipped boats is proverbial, and the *Troilus* had in her holds about 20,000 cases of rubber, and 800 tons of tin, to specify the more valuable part of her cargo. A moderate estimate of the value of the *Troilus* and her cargo is a million sterling.

"Oh tamm that Cherman Kaiser, he vill be the ruin of his people," a German exclaimed as he left the dock at Willesden after being remanded for travelling a greater distance than five miles without a permit.

## WAR NEWS.

### "WAR WON'T LAST LONG."

LORD KITCHENER'S VIEW.

LONDON, October 1st.  
Lord Kitchener, addressing Territorialists who were about to leave on foreign service, said that it was quite true that the Germans were running short of food. He did not think that the war would last long; but he was not going to take risks. He therefore wanted every man he could possibly get, so that if they were needed about December they would be ready to go.

### GERMAN AMBITIONS IN SOUTH AFRICA.

WHAT GENERAL BOTHA KNOWS.

CAPETOWN, October 1st.  
General Sir Louis Botha states that he has information about German ambitions concerning South Africa which would make the people's hair stand on end. The Kaiser, General Botha added, desired a place for the surplus German population, and regarded South Africa as the most suitable country.

### BRAVE BRITISH CYCLISTS.

HOW FRENCH TROOPS WERE WARNED OF AN AMBUSH.

PARIS, October 1st.  
A wounded Frenchman narrates that during the Aisne battle it was found necessary to warn the French reinforcements that they were marching into an ambush. Two Frenchmen, signalling with flags, were successively killed, and the French in the trenches were in a dilemma until from some trees where the British force was hidden a cyclist dashed forward, but was shot after covering a few yards. Another cyclist who followed shared the same fate.  
A third Britisher set off at full speed through an inferno of fire, his head bent over the handle bars. He reached the advancing French without being harmed. The commander took from his own tunic a medal won for bravery, and, pinning it on the cyclist's breast, said: "It was given to me for saving one life; you have saved hundreds."

### "MAKE ME A CEMETERY."

FRENCH OFFICER'S GRIM ORDER.

PARIS, October 2nd.  
The infantry is counting almost as nothing in the operations on the Allies' left wing. It is an artillery duel.  
An appalling incident from the German point of view occurred on Monday. Five hundred Germans were caught on some flat fields with slopes on every side. The French artillery quietly occupied positions, and when the moment came to open fire the officer commanding the battery said, "Make me a cemetery down there."  
The order was obeyed. The guns accounted for most of the 500, and rifle fire for the rest. Not a man escaped. The Germans have nick-named the French shells "the black butchers." The shells explode 10 feet above the ground, and spread missiles over an area of 100 yards by 30. They often kill a whole row of entrenched men.

### WHEN THE INDIANS CAME.

WONDERFUL ENTHUSIASM AT MARSEILLES.

LONDON, October 2nd.  
Stirring scenes were witnessed when the Sikhs, Gurkhas, Hindus, Baluchis, Punjabis, Bengali lancers, and British troops, wearing short pants like Boy Scouts, having landed at Marseilles, marched to the camping ground.  
The streets and every road were crowded with excited spectators, crying, "Vivent les Hindous!" and struggling to shake hands with the smiling soldiers. The women gave them fruit and cigarettes, and girls strewed flowers on the road and then pinned them on the soldiers' tunics and turbans.  
The enthusiasm reached fever heat when the Gurkhas struck up "The Mar-seillaise." Many of the younger natives leaped three feet in the air, waving the Union Jack and the Tri-colour.  
In the evening all camped on rocky heights reminiscent of their own hills. Here men and horses rested prior to campaigning.

### SHOCKING CARNAGE IN FRANCE.

FRENCH TRIBUTES TO BRITISH DEAD.

PARIS, October 1st.  
An avalanche of German wounded from the Marne and the Aisne is being the French Red Cross to the utmost. Both German and British wounded are being hurried to England for treatment, although the British Red Cross organisation is perfect. The carnage exceeds all expectations. In Rouen, Nantes, Tours, and Lemaun the little British graveyards are growing day by day, and the French pay tribute with flowers and tears.

### GERMAN LIES.

KAISER'S BOASTFUL MESSAGE TO AMERICA.

An appeal addressed to the American nation by the German Imperial Chancellor, Herr von Bethmann Hollweg, reached New York by mail last month, it having been sent in this manner in order to evade the censors in London:—  
The Emperor authorises me, writes the Chancellor, to declare that he has complete confidence in the justice of the American people, who will not permit themselves to be hoodwinked by the campaign of lies which our foes are waging.  
We shall win this monster war, thanks to the great moral momentum which a just cause has given to our armies. In the end even the worst lies will fail to obscure our victories or to deprive us of our rights.

The German stage management is excellent. While from 4,000 to 5,000 French prisoners from Maubeuge paraded Brussels, a band of 200 slightly wounded Germans marched to the railway station singing patriotic songs. Nothing is said of the number buried on the battlefields and the dying in the hospitals.

## THE SEIZURE OF THE N.D.L. "SANDAKAN."

ATTEMPT TO SCUTTLE THE SHIP.

The seizure of the N. D. L. liner *Sandakan*, at Borneo, says the *Sydney Daily Telegraph*, was carried out under somewhat exciting circumstances. The captain of the *Sandakan* was steaming towards Labuan, and upon nearing the port had all lights turned out, explaining to the passengers that the dynamo had failed, but that everything would be all right in an hour's time. Being somewhat suspicious, the passengers went into the saloon and lit the oil lamps. The captain explained when off Labuan and found that war had been declared that he was under the impression that H.M.S. *Merlin* was in port and also that the *Darvel* had been detained. When he saw the harbour was clear he went in and took the ship alongside the wharf. Subsequently, the steamer was placed under arrest. During the night there was a meeting of the officers and it is alleged they were overheard to say, in German, that if they had to remain there for six months the ship might as well be at the bottom of the sea, as on top, while if she sank it would ruin the wharf for two years to come. That conversation was communicated to the British Resident, who immediately had the ship's officers removed from the vessel. An inspection of the vessel revealed that the sea-cocks were open and that in a short time the vessel would have been at the bottom of the sea. Filters pumped the bilges dry, blew down the steam, and took away the main steam pipe and steam valve connection, besides removing the slide valve. These were taken ashore. The ship is now a prize of war instead of being an ordinary vessel under detention.

A telegram from Copenhagen on 2nd October to an Australian paper stated that 60,000 German wounded had reached Cologne. Many had lost their limbs. The Exhibition and other public buildings had been converted into hospitals. Machine guns are mounted on the cathedral and the roofs of hotels. The people are in a state of panic, fearing aerial attacks.

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[96-31]

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# NOTES FROM PEKING.

[FROM OUR OWN CORRESPONDENT.]

PEKING, October 31st.

## THE GLORIOUS TENT.

The third anniversary of the outbreak of the Revolution was celebrated throughout the country, according to reports received here, with the greatest enthusiasm, and in Peking itself the celebrations took the form of a national character. The most important event was the review of troops by the President at the Tienanmen. This was indeed a brilliant spectacle and created a very favourable impression not only among the foreign guests but among privileged Chinese visitors. Precautions were taken to guard against any untoward incident, and admission to the enclosure was only by ticket. The space in front of the historic gate has been enlarged by the removal of the granaries, and other improvements were introduced, giving a surprising aspect of orderliness and attention to the scene. The huge gateway had received a fresh coat of pink, the marble monuments in front had been cleaned, the weeds had been removed from between the paving stones, and everything looked spick and span. The only attempt at decoration was the display of the two huge military and naval flags which were crossed above the archway, though, of course, there were several floral pavilions within the Imperial City.

As usual with a Chinese function, there was no definiteness with regard to the time appointed for the commencement of the proceedings. However, by nine o'clock a large number of foreigners had assembled in the matched erected for their protection and comfort, where tea was supplied as customary. About twenty minutes later a fanfare of trumpets indicated the approach of the President, and in a few minutes he was seen in the midst of his mounted guards. His pony, an old favourite which His Excellency used in the days when he was Viceroy and also when he was entrusted with the re-organisation of the Chinese army, seemed to be fresh, and dashed ahead of the others, but Yuan showed that he can control horses as well as men and made a very dignified arrival. He at once proceeded to the parapet of the pavilion and took his place within the raised enclosure, on either side of which were accommodated high Chinese officials and foreign Ministers.

The parade commenced a few minutes later and lasted for one hour and ten minutes. During that time some 23,000 troops filed past. First by file, company by company, battalion by battalion, they proceeded, and astonished the spectators by the very creditable way in which they goose-stepped. The step is not graceful, and had the men paraded with a natural swing the effect would certainly have been more pleasing. The cavalry looked smart, though the China pony, hardy as he is, is not so impressive as the mounts of other countries. The ponies were arranged according to colour. Perhaps the most business-like impression was created by the artillery, which rattled past in exceptionally good style.

After the review the President retired to take a little rest and then proceeded to the Museum, which he formally opened. The day was a red-letter day in the literal meaning of the word, as all the native papers were printed in red. Flags were hung from practically every house, and feasts were numerous.

## PERSONAL.

Congratulations have been extended to Sir Richard Dane on receiving the second-class Chia-ho decoration. He deserves it, as he is a most conscientious, hard-working official.

General Barry, from the Philippines, and Mrs. Barry, together with Vice-Governor General, Mrs. and Miss Martin are here on a visit. They have been received by the President and the Minister for War.

## CHANGING CHINA.

An innovation which must be considered significant is a women's bath house in Peking. It is to be hoped the enterprise will be rewarded with proper support. But why should the men not have a bath house also? Surely they are just as much in need of a wash as the women folk?

## NEW CUSTOMS.

If the ceremonial review on Saturday occasioned some new customs it brought out some old customs. Bowlers which were never purchased by the wearers with any sense of fitting were conspicuous, and it was remarked that the ears had quite a lot of responsibility in supporting the many quaint tiles on view among the younger Chinese. An extraordinary spectacle was presented by the chair-bearers of the leading Chinese officials. Their uniform was a long blue gown and a bowler hat!

## THE SHANTUNG PROBLEMS.

In spite of the fact that the Chinese Press continues to fulminate against the action of the Japanese in taking possession of the Kiuochou-Tsinanfu Railway, the

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Government is not losing its head over the matter. It fully realises its position and is not likely to make any mistake. In order to safeguard itself it is sending in protest on principle, because of course China has always in front of her the threat that Germany will hold her responsible after the war.

There is little doubt that much of the irritation against the Japanese is due to the false reports circulated by Germans, and reports of atrocities, other than the two admitted, are circulated industriously, the same story re-appearing in various forms.

It is interesting to observe that Mr. T. Funatsu, who handled the difficult situation at Nanking last year, has been selected to proceed to Tsinanfu to take charge of matters there. The situation calls for some tact, and if Mr. Funatsu succeeds as well as he did at Nanking he will deserve well of his country.

## ANOTHER SON BETROTHED.

The President seems to be getting his sons married very well. The fifth was betrothed last week to the daughter of Tann Fang, well-known as the Governor of the Liang-Kiang. Presents were exchanged as usual.

## GENERAL CHANG.

General Chang Hsun has completed his business here and will depart on the 23rd for the scene of his duties as Commissioner of the Yangtze. He has had a good time here, and it is remarked that he enjoyed a mark of special favour in being allowed to use the President's own motor car for travelling round the city.

## THE NATIONAL MUSEUM.

China is to be congratulated at last in having a national museum. The Wuying-tien, which is situated behind the Altar of Land and Grain, was officially opened by the President on Saturday, and was afterwards open to the public for two days. The exhibits of the Imperial treasures of antique articles are admirably arranged, but they have yet to be ticketed and described in Chinese and English. Needless to say, the art treasures were greatly admired, and it is satisfactory to know that they are being preserved in the interests of the nation.

## FINANCIAL.

It is officially reported that the revenue for August was greatly in excess for July, and this is taken as an indication that China is not suffering so badly as some people believe. But the figures are never properly tabulated, and one has to accept the statement with a certain amount of reserve.

The Government is giving considerable attention to schemes for raising money, and it is announced that approval has been given to a system of premium bonds, which is explained in characteristic Chinese phraseology as representing all prizes and no blanks. Frankly, it is an appeal to the gambling instincts of the people.

The rumour that a loan of \$100,000,000 gold had been concluded between the Government and American financiers persists in spite of the contradiction from the American Legation. All the probabilities are against such a transaction at the present time.

## NOT TO EMPLOY GERMANS.

Complaint is made here that companies registered under the Hongkong Ordinances are employing Germans, and it is suggested that the Hongkong authorities should bring pressure to bear upon the companies concerned.

It is suggested here that a list of German articles which should not be purchased ought to be drawn up and published so as to conform to the spirit of the law against trading with the enemy.

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A. G. STEPHEN,  
Hon. Treasurer.

Hongkong, 20th October, 1914.

## EXPLANATION OF MINING LAWS.

In reply to the request made by the British Minister in Peking for the revision of the Mining Laws the Ministry of Foreign Affairs has addressed the following document:—

"With regard to your note pointing to the various defects in the Regulations for the Mining Enterprise and requesting their revision, this Ministry has brought this matter to the notice of the Ministry of Agriculture and Commerce, and a reply from the latter Ministry has been received. It states that the said Regulations are laws enacted by the Government of this country and it is impossible to revise them before they have been put into force, but as this is the time when the country is trying to develop her mining industry and foreign capital is very welcome to us, this Ministry finds it necessary to give explanations on certain points which seem to have been misunderstood by the foreigners. According to your note, you raised objections to several points in the said Regulations, the first one of which is the cancellation of the proprietor's rights for mining, when such mining industry tends to damage public interest or when the work is not carried out according to the prescribed plan, etc. The 'damage public interest' should be interpreted as such measures as would tend to do injury to the public health or to disturb the peace and tranquillity of the locality. By referring to the Mining

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Regulations of the other countries, we find articles similar to that mentioned above are also included. As to the question of what may be called measures really harmful to public interest it should be left to the local authorities to decide. As to the suspension of the works not carried out according to prescribed plan, the idea is to maintain the mining industry. If any unexpected incident should arise and prevent the proprietor from carrying out his work according to the prescribed plan and he must needs alter his original plan, he may be allowed to petition the authorities for making such alterations according to Art. 56 of the Detailed Regulations for Mining Industry. Under such circumstances, the authorities will not be so unreasonable as to annul their rights without giving them any consideration. As to your protest against the text of Art. 69, which places the foreign proprietors under Chinese jurisdiction, as an open violation of the existing treaties, it should be remembered that by 'jurisdiction' it should mean the settlement of disputes arising exclusively from the mining affairs, and it is quite different from the administration of the common law courts; hence it is in no way in conflict with the treaties. With reference to the article which limits the foreign capital to 50 per cent. of the whole amount of the capital in a joint enterprise, you say it is contradictory to the text of some of the commercial treaties between this country and the Powers, etc. In comparison with the Mining Regulations of the late dynasty, the present regulations accord better treatment to foreign capitalists than before. We fear that the principle upon which we made these regulations must have been misunderstood by you, hence we give these explanations. As to your request for the revision of these regulations, it is impossible for us to comply with it."—Peking Gazette.

## HONGKONG VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C.H.K.V.R.

- The attention of all ranks is called to the various arrangements for Camp posted on the Notice Board at the Courtyard of Justice.
- The undermentioned officers are detailed for the various Groups during Preliminary Practices at Camp.
  - No. 1 Group Lieut. G. K. H. Brutton.
  - " 2 " Lieut. D. Landale.
  - " 3a " 2nd Lieut. J. O. Hughes.
  - " 3 " 2nd Lieut. B. R. Branch.
  - " 4 " 2nd Lieut. Blason.
  - " 4 " 2nd Lieut. Evan-Jones.
  - " " L. G. Bird, Captain.
  - " " Adj't., H.K.V.R.

30th October, 1914.

## THE HONGKONG VOLUNTEERS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

- Parades for Saturday, 31st inst., nil.
- On duty Group 1 and Right Section H.G. Co.
  - Officers on duty Capt. Scott, Capt. Wolfe and Lieut. Smith.
  - Orderly Officer Lieut. Smith.
  - To furnish Guard to-night No. 2 Section Artillery Battery.
  - To furnish Guard to-morrow Right Section M.G. Co.
  - Orderly Sergeant to-night Corpl. Duncan.
  - Orderly Sergeant to-morrow Corpl. Raymond.
- ROUTE MARCH.
  - The Guard on duty on Saturday and Sunday nights, 31st inst. and 1st prox., and the Orderly Sergeant on duty on Sunday night need not attend Route March.
  - 8d. C. V. S. SKRIMSHIRE, Capt. Staff Officer, H.K.V.C.

30th October, 1914.







## THE NEW FRENCH CONVENT.

## PROGRESS OF PHILANTHROPY.

(Continued.)

The Sisters of St. Paul are generally known in Hongkong under the name of the French Sisters. They became the apostles of charity in this Colony from its beginning; and keeping pace with the general development of Hongkong, their works have attained a high degree of prosperity.

Their establishment situated at Wanchai between Queen's Road and the sea, was treated in order to receive abandoned children. For more than half a century, thousands of Chinese children have been taken in, brought up, and instructed, and have thus been enabled to become useful and disciplined members of the human race.

After some time the small and apparently insignificant house of charity gradually acquired larger proportions, being allowed to do so by the filling up of the sea.

On this newly made ground, side by side with the "St. Pauline" different constructions soon appeared. An Industrial School in which the young Chinese were taught divers occupations, sewing, etc., a Boarding School for young girls of European parentage; a "Refuge" for the aged and infirm Chinese; and finally a hospital.

The actual establishment, the surface of which is something above 50,000 square feet does not contain less than 400 persons. The site therefore becoming too limited for so many different works, the Rev. Mother Superior has been thinking for some time past of transporting the whole institution to a more appropriate locality, which would allow a better and more convenient space to be given to each department.

The removal of the Cotton Mills (Causeway Bay) to Shanghai has permitted the Rev. Mother Superior to purchase this large property; it is an acquisition, however, which would have been impossible, had it not been for the Hon. Sir Paul Chater, who so kindly undertook all negotiations and brought them to a happy conclusion.

Although the existing buildings at Causeway Bay are marvellously adaptable for the different departments, a few modifications are necessary to the constructions, and these will be commenced very shortly. Furthermore the property being one of the largest in Hongkong, the Colony of the Sisters of St. Paul will be very spacious.

The buildings are to be divided into five sections which will be connected by verandas.

(1)—The Convent for the Sisters and Novices.

This building comprising two storeys will include—two large work-rooms, parlours, refectories, for the Sisters and for the Pupils of the European Boarding School, four dormitories, an infirmary, and eleven single cells.

(2)—The Boarding School for young girls which will contain the following: several parlours, class rooms, music rooms, library and three dormitories. This establishment will be able to accommodate 120 boarders and 300 pupils.

(3)—The Orphanage.

This building will be organized to maintain four hundred persons. The divisions of this construction will be as follows: Kitchen, laundries, two refectories, two study-rooms, two work-rooms, and dormitories; a section for the aged and infirm, one for the young Chinese girls and one for the infants.

In every part of this section as in each of the preceding sections all necessities relating to modern hygiene have been carefully provided. The rooms are vast and well aired. Spacious interior play-grounds with tennis courts as well as exterior gardens render the organisation complete. Abundant light and perfect ventilation are the best doctors in establishments where a number of persons are assembled. The laws of hygiene require plenty of sun and ample space in order to keep away all manner of diseases. With regard to these different sections, everything has been thought out, foreseen and so carefully thought out, that this Institution will undoubtedly rank amongst those of the first class, and will deserve more than ever, the kind interest that the inhabitants of this Colony have always shown towards it.

(4)—A modern hospital containing 50 rooms, life etc. All patients sent in by the doctors of the Colony will be received in this hospital, which will be directed by the Sisters of St. Paul with all the skill and charity of which they present often given proof in their present establishment. A garden will be attached to the hospital and will be reserved for the patients only.

(5)—A small Church with a Byzantine style of architecture. If this Church (which will be common to every section of the establishment) could be constructed in granite according to all the rules of art, it would be a real artistic acquisition for the Colony. It is deeply to be regretted that it cannot be so, for it is the stone and the marble alone that give life to religious monuments and which enable artistic inspirations to be well rendered. This demand of Art for rendered. This demand of Art for rendered. This demand of Art for rendered.

The monument will therefore be one of brick and cement. Nevertheless, after considering the plan with its lines of marvellous exactitude and purity, one does not hesitate to affirm that the Church will be the most perfect religious monument that the Colony possesses. Special homage must be rendered to the young architect who, with scientific skill and exquisite taste, has given to this creation so powerful an idea.

The increase of prayer will rise towards heaven with greater fervour and supplication under this new surmounted by a dome which eyes call to mind the triumph of Christian thought.

The works of construction and modifications of the actual buildings will probably be completed by the 1st of July, 1915. The numerous persons of Hongkong who are so interested in the good works of the Sisters of St. Paul will then be able to visit the establishment at Causeway Bay frequently.

This second and complete installation will give to the good works of the Sisters, a character of permanence which naturally strikes the mind at the simple comparison of the existing constructions and of those which are in projection.

## SALES OF BRITISH CARGO IN GERMANY.

## SUGGESTED REPRISALS.

News has now been received in London that quantities of British cargo which was lying in British and German vessels in German ports at the outbreak of war has been sold by order of the German Government, and the feeling is growing that the British Government might well consider the advisability of taking similar action with regard to German cargo in British ports. At present the goods are merely being stored in dock warehouses. Such merchandise is regarded as being in a different class from cargo in steamers captured at sea, which is now being offered for sale.

It is even suggested in responsible quarters that a Commercial Clearing House might well be established which would receive money on account of German cargo sold, and make payments on account to those merchants whose cargo has been sold in Germany. Assistance to many merchants will evidently be necessary, and it appears that a measure of the kind is under consideration by the Chancellor of the Exchequer. For instance, a London merchant may have bought produce in China for a firm in Germany; when the moratorium comes to an end, he will be called upon to meet a draft from China on London; but as the goods may have been sold by the German Government, he will receive nothing from the original buyers, and he may urgently require assistance to meet the draft. There is also the case to be considered of those merchants who shortly before the war were induced to accept drafts from German buyers who had been in the habit of paying cash.

It is understood that a large number of French buyers who were under obligations at the outbreak of war are gradually liquidating their liabilities, and it is expected that the whole amounts due will soon be discharged. The manner in which the situation is creating an excellent impression. The case of Belgium is different, and London merchants recognize that they must exercise patience with regard to amounts that were due from that country.—The Times.

## KEEPS THE FAMILY FIT. INDIGESTION NO MORE THE TYRANT OF A HOUSEHOLD.

A tyrant was so called, first of all, because he seized the ruling power without the consent of the people. Hence we get the idea of a tyrant who oppresses those under him. It is the melancholy fate of a vast number of people that they have to live under the rule of the stomach and other organs of digestion. They have allowed these important agents of human well-being to get the upper hand; and they groan under a tyranny, which the longer it lasts, grows harsher and harsher. Patience, in its proper place, may be a virtue; but one cannot tamely submit to the penalties which follow in the train of indigestion. A blow for freedom must be struck. How best to do it is the problem. Let us provide the solution.

The average man or woman called upon to pay an unjust tax would spiritedly refuse to hand over the shakels. Similarly, with you, why should the tyrant of indigestion, the shape of headaches, biliousness, constipation, flatulence, pains after eating, dizziness, disagreeable tastes in the mouth, and many other symptoms?

Now, in all parts of the world, there is a whole host of people, who, during the past forty years, have been freed from these pains by the use of Mother Seigel's Syrup, which, truthfully, may be described as the remedy with a reputation for carrying out its work efficiently. Not only have these good folk overthrown the tyrant, but, taking a leaf out of the book of experience, they keep him in constant exile by occasionally calling in the aid of Mother Seigel's Syrup. They have found that it not only restores order to the stomach, liver, and bowels, but has an excellent tonic effect at times when these organs grow a little sluggish and need regulating.

Let us clinch this argument with proof. One of the worst times of my career, at that time I was often subject to a sour and unpleasant eruption of wind after eating, as though my food had fermented, continual bouts of headache, and palpitation of the heart. My digestive organs became so run down that I was often subject to bilious attacks; was usually worn out and drowsy, and became fatigued by the smallest effort. I grew restless and irritable.

"When feeling at my worst, I had the opportunity of trying Mother Seigel's Syrup, and it gave me splendid relief. After using a few bottles my troubles quite left me. I have found since that a reasonable use of this remedy keeps my husband, myself, and children always in good health.

Doesn't this convince you of the value of paying a small premium for health by keeping a bottle of Mother Seigel's Syrup on the shelf; and taking a dose occasionally, just to save you from falling under the tyranny of indigestion? You lose practically nothing if you make the trial; and see what you gain in buoyant health and mental alertness if it is a success?

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Mr. H. D. Woolfe  
Mr. G. G. Wood  
Mr. Mrs. J. F.  
Wright

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Sister Lawrence  
Mr. G. T. Lloyd  
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Mr. J. Meredith  
Mrs. Miller  
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Mr. W. J. Morrison  
Mr. Musso  
Mr. A. W. Ogden  
Mr. H. Olsen  
Mr. W. Oudhoven  
Mr. Mrs. Penzance  
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Mr. J. B. Macdonald  
Mr. G. S. Mac



SHIPPING

**ARRIVALS.**  
CHENGTU, British str., 1,333, Speed, 30th October—Port Swettenham 22nd October, Nil—Butterfield & Swire.  
HANGCHOW, British str., 909, G. E. Wake, 30th October—Saigon 24th October, Rice—Butterfield & Swire.  
HERCULES, Norwegian str., 3,789, Wilhelmson, 30th October—Chingwan 22nd October, Coal—Dodwell & Co.  
HAIKUN, British str., 941, A. H. Stewart, 30th October—Manila 27th October, General—Douglas Lapraik & Co.  
KUEICHOV, British str., 1,220, E. Forsyth, 30th October—Tientsin 23rd October, General—Butterfield & Swire.  
KEENUN, British str., 5,906, J. R. Collier, 30th October—Singapore 26th October, General—Butterfield & Swire.  
SUISAN, British str., 1,770, H. Simpson, 30th October—Singapore 26th October, General—Jardine, Matheson & Co.  
TEAN, British str., 1,357, J. V. Sidford, 30th October—Manila 27th October, General—Butterfield & Swire.  
YAMATO MARU, Japanese str., 2,674, Z. Baba, 29th October—Kauasui 23rd October, Coal—Suzuki & Co.

**SHIPPING REPORT.**  
The British str. Keenun reports: Weather fine light and showery traffic unusually quiet.

**PASSENGERS.**  
ARRIVED.  
Per Keenun, from Singapore, Mr. P. H. Davidson.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

**THE Steamship**  
"SALAMIS."  
Captain D. A. Gardiner, will be despatched as above on TUESDAY, the 3rd November. For Freight and Passage apply to THE BANK LINE, LTD., Agents.  
Hongkong, 28th October, 1914. [1300]

**THE "INDRA" LINE, LIMITED.**  
FOR NEW YORK VIA SUEZ CANAL.  
(With Liberty to Call at Malabar Coast.)

**THE Steamship**  
"SAINT FILLANS."  
Will be despatched as above on 6th November. For Freight apply to JARDINE, MATHESON & Co., LTD., Agents.  
Hongkong, 9th October, 1914. [1237]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

**THE Steamship**  
"NANKIN."  
Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on FRIDAY, the 6th November, 1914, at 4 p.m., taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "KYEKIN," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the s.s. "KAISER-I-HIND," due in London on the 18th December, 1914.  
Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to E. A. HEWITT, Superintendent.  
Hongkong, 24th October, 1914. [1]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

**THE Company's Steamship**  
"ATLANTIQUE."  
Captain Charbonnel, will be despatched for MARSEILLES, without transhipment, on TUESDAY, 17th November, at 1 p.m. Ports of Call: SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID.  
P. THOMAS, Agent.  
Hongkong, 30th October, 1914. [2]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON...	MONMOUTHSHIRE	Brit. str.	1 m.	G. Manley	JARDINE, MATHESON & Co., Ltd.	On 4th Nov.
LONDON VIA SUEZ CANAL...	MARKIN	Brit. str.	1 m.	J. Gantt, R.N.R.	P. & O. S. N. Co.	On 6th Nov., at Noon.
LONDON & GENOA VIA SINGAPORE, &c.	NELORE	Brit. str.	1 m.	Perrin de Bussac	P. & O. S. N. Co.	About 25th Nov.
MARSHALLS VIA PORTS...	CHIEU	Brit. str.	1 m.	Yoshikawa	MESSAGERIES MARITIMES	On 3rd Nov., at 1 p.m.
MARSHALLS, LONDON & VIA SINGAPORE, &c.	ATSUTA MARU	Jap. str.	1 m.	Nema	NISSON YUSEN KAISHA	On 4th Nov., at 10 a.m.
VICTORIA, B.O., & SHANGHAI VIA SHANGHAI, &c.	AKI MARU	Jap. str.	1 m.	J. Kanoo	NISSON YUSEN KAISHA	On 3rd Nov., at Noon.
VICTORIA, B.O., & TACOMA VIA SHANGHAI, &c.	PANAMA MARU	Jap. str.	1 m.	H. W. L. Holman	OSAKA SHOSHEN KAISHA	On 11th Nov., at 4 p.m.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLYMOUTH, &c.	GLENBOY	Brit. str.	1 m.	T. Saito	JARDINE, MATHESON & Co., Ltd.	On 24th Nov.
VICTORIA, B.O., & TACOMA VIA KESWICK & JAPAN	SEATTLE MARU	Jap. str.	1 m.	A. Diano	OSAKA SHOSHEN KAISHA	On 28th Nov., at 4 p.m.
NEW YORK VIA SUEZ CANAL...	SAINT FILLANS	Brit. str.	1 m.	M. Ridley	JARDINE, MATHESON & Co., Ltd.	On 5th Nov.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	HABER DOLLAR	Am. str.	1 m.	Ohkuma	PACIFIC MAIL S.S. CO.	On 3rd Nov., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHIMO MARU	Jap. str.	1 m.	W. Benson	TOYO KISEN KAISHA	About 10th Nov.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	1 m.	W. Benson	TOYO KISEN KAISHA	On 8th Dec.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ARYO MARU	Jap. str.	1 m.	E. C. Gambrell	PACIFIC MAIL S.S. CO.	On 12th Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. L. Smith	TOYO KISEN KAISHA	On 2nd Dec.
AUSTRALIAN PORTS VIA MANILA	ADENHAM	Brit. str.	1 m.	T. Saito	BUTTERFIELD & SWIRE	On 3rd Nov., at Noon.
AUSTRALIAN PORTS VIA MANILA	HIVACHI MARU	Jap. str.	1 m.	G. L. Smith	GIBB, LIVINGSTON & Co.	On 14th Nov., at 11 a.m.
JAPAN...	THIBODAS	Dut. str.	1 m.	F. E. Cope	NISSON YUSEN KAISHA	On 20th Nov., at Noon.
Kobe & YOKOHAMA...	KITANO MARU	Jap. str.	1 m.	Tominga	JAVA-CHINA-JAPAN LINE	Quick despatch.
NAGASAKI, Kobe & YOKOHAMA	INARA MARU	Jap. str.	1 m.	V. Liddell	NISSON YUSEN KAISHA	On 10th Nov., at 11 a.m.
TIENTSIN...	CHONGSHING	Brit. str.	1 m.	E. Forsyth	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
WEIHAIWEI & TIENTSIN	KOHICHOV	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	On 8th Nov., at D'light.
SHANGHAI...	KANGCHOW	Brit. str.	1 m.	R. H. Laver	BUTTERFIELD & SWIRE	On 4th Nov., at Noon.
SHANGHAI, Kobe & YOKOHAMA	AUSTRALIAN	Brit. str.	1 m.	Mouret	BUTTERFIELD & SWIRE	On 3rd Nov., at 4 p.m.
SHANGHAI, Kobe & YOKOHAMA	TAKSANG	Brit. str.	1 m.	W. McClure	JARDINE, MATHESON & Co., Ltd.	About 3rd Nov.
SHANGHAI, MOJI, Kobe & YOKOHAMA	NUSTA	Brit. str.	1 m.	P. J. Fox	P. & O. S. N. Co.	On 5th Nov., at Noon.
SHANGHAI & Kobe	KAWACHI MARU	Jap. str.	1 m.	Nakamura	NISSON YUSEN KAISHA	About 6th Nov.
SHANGHAI, MOJI, Kobe & YOKOHAMA	NAGOTA	Jap. str.	1 m.	W. H. Swaney, R.N.R.	P. & O. S. N. Co.	On 13th Nov.
SHANGHAI & Kobe	RANGOON MARU	Jap. str.	1 m.	H. Nomura	NISSON YUSEN KAISHA	About 16th Nov.
SHANGHAI...	TITADORE	Dut. str.	1 m.	Alexiev	JAVA-CHINA-JAPAN LINE	On 18th Nov.
VLADIVOSTOK VIA JAPAN	TAMBOV	Rus. str.	1 m.	Y. Yamamoto	RUSSIAN VOLUNTEER FLEET	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	KANO MARU	Jap. str.	1 m.	K. Murakami	OSAKA SHOSHEN KAISHA	About 16th Nov.
TAMUI VIA SWATOW & AMOY	DAIJI MARU	Jap. str.	1 m.	A. H. Stewart	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.
SWATOW...	HAIRUN	Brit. str.	1 m.	J. W. Evans	DOUGLAS LAPRAIK & Co.	To-morrow, at 10 a.m.
SWATOW, AMOY & FOOCHOW	HAIRUN	Brit. str.	1 m.	V. O. Passmore	DOUGLAS LAPRAIK & Co.	On 3rd Nov., at 1 p.m.
SWATOW, AMOY & FOOCHOW	HAIRUN	Brit. str.	1 m.	A. B. Hodgins	DOUGLAS LAPRAIK & Co.	On 6th Nov., at 1 p.m.
MANILA...	YUENSANG	Brit. str.	1 m.	P. B. Rolfe	DOUGLAS LAPRAIK & Co.	On 10th Nov., at 1 p.m.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	Sidford	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 p.m.
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	1 m.	W. G. G. Leask	BUTTERFIELD & SWIRE	On 3rd Nov., at 4 p.m.
MANILA, CEBU & ILOILO	CHINHUA	Brit. str.	1 m.	Finlayson	JARDINE, MATHESON & Co., Ltd.	On 7th Nov.
BATAVIA, CHERIBON, SAMARANG, &c.	THIEMBANG	Dut. str.	1 m.	Itano	BUTTERFIELD & SWIRE	On 10th inst., at 4 p.m.
BOMBAY VIA SINGAPORE & COLOMBO	WAKARA MARU	Jap. str.	1 m.	S. Yamane	JAVA-CHINA-JAPAN LINE	On 3rd Nov.
BOMBAY VIA SINGAPORE, PENANG & COLOMBO	PEKING MARU	Jap. str.	1 m.	D. A. Gardiner	NISSON YUSEN KAISHA	On 5th Nov.
SINGAPORE, PENANG & CALCUTTA	SALAMIS	Brit. str.	1 m.	Kawashima	THE BANK LINE LIMITED	Middle of Nov.
SINGAPORE, PENANG, RANGOON & CALCUTTA	HAKATA MARU	Jap. str.	1 m.	J. Robertson	NISSON YUSEN KAISHA	On 8th Nov.
PAKHOI & HAIPHONG	SUNGKIANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 7th Nov.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES. INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER							FROM VANCOUVER						
STAMPS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	STAMPS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Leave	Leave	Leave	Leave	Leave	Arrive
—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sailings Temporarily Withdrawn.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPERESS OF RUSSIA	£71.10	£71.10
EMPERESS OF ASIA	£65	£65
EMPERESS OF INDIA	£43	£45
EMPERESS OF JAPAN		
MONTEAGLE		

Hour of Departure.—All Steamers sail from Hongkong at Noon. Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. CO. or TOYO KISEN KAISHA. SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application. AROUND THE WORLD RATES in connection with Suez Mail Lines or Trans-Siberian Route.

**THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"**  
registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

**SPLENDID OVERLAND TRAIN SERVICE**, connecting with the Company's Atlantic Steamers.

**HOTELS**—The service furnished by the Company's chain of Hotels is unsurpassed. **THE COMPANY'S STEAMERS** are fitted with powerful Marconi Wireless Installation. Passengers may proceed by Rail between Ports of Call in Japan if so desired. Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

**D. W. CRADDOCK,**  
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

WEATHER REPORT.

On the 30th at 11.05 a.m.—The northern depression has passed into the Pacific. A shallow depression lies over S. Japan. Pressure is high in N.W. districts, and also over N. China, where an anti-cyclone appears to be forming. Pressure changes in the South are small. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

**DISTRICT.** **FORECAST.**  
Hongkong & Neighbourhood (East winds, moderate to fresh; fair).  
Formosa Channel (N.E. winds, strong).  
South coast of China between (The same as Hongkong and Lamook).  
South coast of China between (The same as Hongkong and Hainan). No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

30TH OCTOBER, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
Vladivostok	7 a.	30.27	33	—	—	0	b
Nemuro	6 a.	29.28	—	—	—	—	—
Hakodate	—	29.26	—	—	—	—	—
Tokio	—	30.14	—	—	—	—	—
Kobe	—	29.95	—	—	—	—	—
Nagasaki	—	29.95	—	—	—	—	—
Kagoshima	—	29.94	—	—	—	—	—
Osaka	—	30.01	—	—	—	—	—
Naha	—	30.07	—	—	—	—	—
Ishikawa	—	30.07	—	—	—	—	—
Beifu	—	30.20	—	—	—	—	—
Chiofo	—	—	—	—	—	—	—
Weihaiwei	—	30.15	57	75	—	—	—
Hankow	—	—	—	—	—	—	—
Iohang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	30.16	54	—	—	—	—
Shanghai	—	30.10	83	—	—	—	—
Shanghai	—	30.09	78	—	—	—	—
Amoy	—	30.08	72	90	—	—	—
Swatow	—	30.03	73	50	—	—	—
Taihou	—	30.03	—	—	—	—	—
Taihou	—	30.08	—	—	—	—	—
Tainan	—	30.06	—	—	—	—	—
Koshu	—	30.05	—	—	—	—	—
Pescadore	—	30.05	—	—	—	—	—
Canton	—	30.04	73	95	—	—	—
Hongkong	—	30.04	76	92	—	—	—
Gap Rock	—	30.01	—	—	—	—	—
Macao	—	30.02	75	—	—	—	—
Wuchow	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Taiwan	—	30.01	75	—	—	—	—
Toumae	—	29.98	75	—	—	—	—
Cape St. James	—	29.95	77	—	—	—	—
Apur	—	30.02	71	—	—	—	—
Manila	—	29.97	78	—	—	—	—
Legaspi	—	29.97	78	—	—	—	—
Iloilo	—	—	—	—	—	—	—
Bohol	—	—	—	—	—	—	—
Cebu	—	29.99	74	—	—	—	—
Laba	—	—	—	—	—	—	—

**T. F. CLAXTON, Director.**  
1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.  
2. TEMPERATURE, in the shade, in degrees Fahrenheit.  
3. HUMIDITY, in percentage of saturation, the actuality of air saturated with moisture being 100.  
4. DIRECTION OF WIND, to two points.  
5. FORCE OF WIND, according to Beaufort Scale: 6. STATE OF WEATHER, in blue sky, or detached clouds, or drizzling rain, fog, gloom, hail, lightning, or overcast, or passing showers, or equal, or rain, or snow, or thunder, or visibility, or wind (vel).  
7. RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 30th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.00	30.04	30.03
Temperature	80	76	77
Humidity	76	52	81
Wind Direction	West	East	East
Force	1	1	4
Weather	op	o	o
Rain	—	—	—

Highest open air temperature on 29th .. 82  
Lowest open air temperature on 29th .. 76

ON SALE.

**HONGKONG HANSARD REPORTS** of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1913.

REVISED BY THE MEMBERS.  
PRICE .. .. . 85.  
DAILY PRESS OFFICE.  
Hongkong, 24th February, 1914.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS TO SAIL.  
\* MANILA .. "YUENSANG" .. Saturday, 31st Oct., 3 p.m.  
\* SHANGHAI .. "YUENSANG" .. Thursday, 5th Nov., Noon.  
\* MANILA .. "YUENSANG" .. Saturday, 7th Nov., 3 p.m.  
\* TIENTSIN .. "YUENSANG" .. Sunday, 8th Nov., D'light.

**RETURN TOURS TO JAPAN.**  
The Steamers "KUEICHOV," "NANKIN" and "FOONGSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATUNG," "KUEICHOV," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
Taking cargo on through Bills of Lading to Yangtze, Chefoo, Tientsin, Dairen, W'wei, N'chwang.  
Taking cargo on through Bills of Lading to Kuantan, Lahad Datu, Singapore, Tawau, Usakam, Jesselton and Labuan.  
Telephone No. 215, Sub. Exch. 4.  
Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.,**  
HONGKONG, 31st October, 1914. [11]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

For Freight or Passage, apply to

**JARDINE, MATHESON & Co., LTD.,**

Telephone No. 215. AGENTS

Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR STRAITS DATE OF DEPARTURE.

LONDON .. .. . "MONMOUTHSHIRE"



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	NANKIN	Noon, 6th Nov.	See Special Advertisement.
SHANGHAI	NUBIA	About 6th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAGOYA	About 16th Nov.	Freight and Passage.
LONDON AND GENOA VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NELLORE	About 25th Nov.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

## NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 30th October, 1914.

# CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LIANGCHOW"	On 1st Nov., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 3rd Nov., 4 P.M.
SHANGHAI	"KANGHOU"	On 3rd Nov., 4 P.M.
PARHAI and HAIPHONG	"SUNGKIANG"	On 4th Nov., 10 A.M.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 4th Nov., Noon.
MANILA, CEBU and ILOILO	"CHINEUA"	On 10th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAHSING" and the S.S. "LIANGCHOW," "KUCHOW" and "YINGKOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
HONGKONG, 31st October, 1914. AGENTS.

# BRITISH INDIA S. N. CO., LTD. APCAR LINE.

## REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS

# DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR

## SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	3rd Nov., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	5th Nov., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	10th Nov., at 1 P.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	1st Nov., at 10 A.M.
		4th Nov., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

Hongkong, 31st October, 1914.

GENERAL MANAGERS.

# THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA VIA MANILA.

## MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
GENHAM	21st Nov.	On 14th Nov., 11 A.M.
ALBANS	12th Dec.	On 19th Dec., 11 A.M.
WERN		On 6th Jan., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. Steer-Boats have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS

# TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

## SAN FRANCISCO LINE.

## VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	from Nagasaki 14th Nov.
SHINYO MARU	22,000—21 knots	TUES., 8th Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60	RETURN (6 MONTHS) £96.10.
" " " SAN FRANCISCO	£45	RETURN (6 MONTHS) £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

## VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

## THENCE BY

## TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	Wednesday, 2nd December.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,

King's Building.

TELEPHONE 291.

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## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## PROPOSED SAILINGS

FROM HONGKONG:	FROM COLOMBO:
28th Oct.	17th Nov.
"GUJARAT"	

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

## PROPOSED SAILING.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

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## OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

## THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO-MILWAUKEE AND ST. PAUL RAILWAY CO

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"PANAMA MARU"	J. Kano	WEDNESDAY, 11th Nov., at 4 P.M.
"SEATTLE MARU"	T. Ratto	THURSDAY, 25th Nov., at 4 P.M.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

## FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"PEKING MARU"	S. Yamane	Middle of November.

## FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIO MARU"	Y. Yamamoto	SUNDAY, 1st Nov., at Noon.

## FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIYU MARU"	K. Murakami	SUNDAY, 1st Nov., at 10 A.M.
"DAIGI MARU"	S. Tokutomi	SUNDAY, 8th Nov., at 10 A.M.

## FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	

These Steamers of Coast and Ferns Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Moon Yip Wharf (near the Harbour Office).

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Y. ASAI,

MANAGER,  
Second Floor, No. 1, Queen's Building.

## THE JAPAN MAIL STEAMSHIP CO

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU Capt. Yoshikawa	16,000	WEDNESDAY, 4th Nov., at 10 A.M.
	YASAKA MARU Capt. Yamawaki	25,000	WEDNESDAY, 18th Nov., at 10 A.M.
VICTORIA, B.O. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AKI MARU Capt. Noma	12,200	TUESDAY, 3rd Nov., at Noon.
	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 17th Nov., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU Capt. T. Sato	13,500	FRIDAY, 20th Nov., at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	TANGO MARU Capt. Soyeda	13,500	WEDNESDAY, 16th Dec., at Noon.
	HAKATA MARU Capt. Kawashima	12,500	SATURDAY, 7th Nov.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. Itano	12,500	TUESDAY, 3rd Nov.
SHANGHAI and KOBE	KAWACHI MARU Capt. Nakamura	12,500	FRIDAY, 13th Nov.
SHANGHAI and KOBE	RANGOON MARU Capt. Nomura	7,000	WEDNESDAY, 18th Nov.
NAGASAKI, KOBE and YOKOHAMA	INABA MARU Capt. Tomioka	12,500	SATURDAY, 31st Oct., at Noon.
KOBE and YOKOHAMA	KITANO MARU Capt. F. A. Cope	16,000	TUESDAY, 10th Nov., at 11 A.M.

S. Wireless Telegraphy.

## PASSENGER SEASON FOR 1915.

## FOR EUROPE.

Steamers	Displacement	Leave Hongkong.
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	15,000	11th Feb.
KASHIMA	20,000	25th Feb.
MISHIMA	15,000	11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	15,000	8th Apr.
YASAKA	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMA	25,000	3rd June.

## FOR AMERICA.

Steamers	Displacement	Leave Hongkong.
ARI	12,500 Tons	Tues., 26th Jan.
SADO	12,500	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUOKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.  
[8-9-10]

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

## PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamers	Steamers to	Leave	Leave	Connecting Steamers	Due at	Due at
leaves YOKOHAMA	COLOMBO.	SHANGHAI	HONGKONG	to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m.	Noon.		Friday	Thursday
	NANKIN	Nov. 2	Nov. 6	KHYBER	Dec. 4	Dec. 10
Nov. 9	NUBIA	Nov.	Nov. 20	MEDINA	Dec. 18	Dec. 24
	ORIENTAL	Dec.	Dec. 5	MONGOLIA	Jan. 1	Jan. 7
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15	Jan. 21

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

## FARES:

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	3rd Saloon	Accommodation	Single	Return
LONDON	£25	£25	£24	£24	£27	£29
MARSEILLES	£21	£21	£20	£20	£23	£25

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave Y'RAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at MARSEILLES	Due at LONDON
NELLORE	about	about	about	about	about	about
NAGOYA	Nov. 9	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
	Dec. 7	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES: 1st Saloon £46 Single; £69 Return. 2nd Saloon £33 Single; £50 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 15%.

For Further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

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